

COUNTRY Soviet Zone of Germany

REPORT NO.

25X1A

TOPIC Airfield of Finow

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EVALUATION 25X1X PLACE OBTAINED 25X1ADATE OF CONTENT 25X1ADATE OBTAINED 14 October 1949

REFERENCES

PAGES 2 25X1A ENCLOSURES (NO. & TYPE) 1 Blueprint, 2 Photographs (originals)

REMARKS

## SOURCE

23 August 1949

1. About 30 twin-engine aircraft were parked on the southern edge of the Finow (N 53/V 08) airfield. Two twin-engine aircraft and two biplanes were seen on the northern edge of the field. Five twin-engine planes took off heading east.

## Description of Twin-engine aircraft:

Low-wing monoplane, in-line engines projecting far beyond leading and trailing edges of the wings, landing gear retracting to the rear, retractable tail wheel, double rudder assembly, pointed nose not glazed, antenna forward of pilot's seat, no rear gunner's station. \*

24 August 1949

2. The take-off of 10 twin-engine aircraft was observed at about 11 a.m. The aircraft flew in wedge formation. Shortly afterward another twin-engine aircraft and a DC-3 transport took off.

25 August 1949

3. There was a great deal of formation flying with twin-engine aircraft. About 35 twin-engine aircraft and 10 biplanes were observed at the field.
4. The western outskirts of Finow were heavily occupied by Soviet Air Force soldiers. The expansion work at the field was continued in several shifts. Sand, gravel, drainage pipes, and other construction materials arrived on the spur tract. A new runway, a taxiway, and several new buildings were apparently under construction. \*\*

25 August 1949

5. For location of the airfield, see Annex 1. Two photographs taken at the field between 10:30 and noon are attached as Annex 2.

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a. From the number of aircraft counted during the reported period the Finow airfield is assumed to be occupied by only one bomber regiment. About 60 bombers were observed as late as 17 August 1949. It is therefore possible that one regiment was transferred from this field between 17 and 23 August 1949. No information has yet been obtained on the present location of the regiment assumed to be transferred.

\* b. Presumably a Pe-2.

\*\* c. The construction work at the Finow airfield was previously known. According to the attached sketch, the E-W runway seems to have been extended in a westerly direction to about 6,600 feet. The taxiway running north of the runway is apparently going to be extended as far as the projected western end of the runway. The earth walls visible on the attached photographs probably show the excavations for the extension of the taxiway. The concrete runway of the field shows as a white strip in the background of photograph No. 1

- 2 Annexes:
1. Airfield of Finow
  2. Photographs taken at the Finow airfield (originals)

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